

Exhibit C – Evaluation of Technical Committee Recommendation to Design Standard Principles and Planning Commission Criteria

	10 Design Standard Principles (City Council & Makers)	Integration with the Historic Core Character	Impact Economic Conditions & Balance Community, Business, and Property Owner Interests	Encourage Mobility in Historic Core and Downtown	Implications on Parking Opportunities	Integration with the Downtown
Onsite Parking: 1. Reduce required parking for Residential Suites to a minimum of 0.35 per bed. (Owners, Developers) <i>(No reference to section – staff proposes maintaining current RZC regulations)</i>	—	↑	↑	↑	↑	↑
	Does not directly address design principles	Supports the historic core character by requiring that minimum parking requirements are met or alternatively, measures are in place to reduce parking demand	The recommendation to maintain the current RZC parking requirement of .5 stall per bed takes into account feedback from Historic Core business owners and their employees and from community members, as well as property owners and developers. Applicants can continue to request Code Administrator approval of a lower parking minimum for proposed uses or sites based on a parking study and if needed a a project-based Transportation Management Program, as currently allowed. This provides opportunities for lower parking standards while also providing approaches to reduce traffic generation and parking demand.	The recommendation would continue to support use of a variety of mobility choices.	Current RZC parking requirements call for private development to meet minimum off-street parking requirements needed for residents and visitors. The recommendation would continue this direction.	The recommendation would also support Urban Center policy direction such as that discussed in portions of UC-24: Implement a parking development and management program that: <ul style="list-style-type: none">• Minimizes on-site surface parking;• Encourages shared, clustered parking to reduce the total number of stalls needed for residents and visitors and to increase the economic and aesthetic potential of the area;• Creates incentives for structured parking;• Maximizes on-street parking, particularly for use by those shopping or visiting; and• Provides techniques to property owners, businesses, and organizations to manage parking demand.

	10 Design Standard Principles (City Council & Makers)	Integration with the Historic Core Character	Impact Economic Conditions & Balance Community, Business, and Property Owner Interests	Encourage Mobility in Historic Core and Downtown	Implications on Parking Opportunities	Integration with the Downtown
<p>Onsite Parking: 2. Allow for residential/retail parking credits for shared parking after hours.</p> <p>Include a street guest parking credit.</p> <p>Reduce parking requirements near transit centers. Reduce or eliminate required onsite parking in favor of additional commercial floor area.</p> <p>(Owners, Developers, Designers)</p> <p><i>(No reference to section – staff proposes maintaining current RZC regulations)</i></p>	—	↑	↑	↑	↑	↑
	Does not directly address design principles	Supports the historic core character by requiring that minimum parking requirements are met or alternatively, measures are in place to reduce parking demand	The RZC allows some credits for shared parking and curb side parking. Applicants can also request Administrator approval of a lower parking minimum for proposed uses or sites based on a parking study and if needed a project-based Transportation Management Program. This provides opportunities for lower parking standards while also providing approaches to reduce traffic generation and parking demand. Staff's recommendation to maintain current RZC parking requirements takes into account feedback from Historic Core business owners, community members, property owners and developers and supports balance among the various interests for the Downtown.	The recommendation would continue to support use of a variety of mobility choices.	The recommendation also maintains Urban Center policy direction such as discussed in portions of UC-25: Ensure safe, efficient access to and within shopping areas for all transportation modes by: Providing for sufficient parking for retail businesses to meet normal parking demand, while avoiding excessive paving and underused land; Encouraging business driveway access onto local streets, rather than arterials, wherever feasible; Encouraging joint use of driveways and parking to minimize vehicle turning conflicts and reduce overall parking needs; and Separating and buffering walkways from vehicular circulation areas.	In addition to providing parking opportunities for residents and other on-site uses, parking is required to be provided for General Sales and Service uses such as retail and restaurants. The recommendation which would maintain this provision, would also complement the supply of on-street and off-street parking choices throughout the Downtown.

	10 Design Standard Principles (City Council & Makers)	Integration with the Historic Core Character	Impact Economic Conditions & Balance Community, Business, and Property Owner Interests	Encourage Mobility in Historic Core and Downtown	Implications on Parking Opportunities	Integration with the Downtown
Onsite Parking: 3. Consider more stringent parking requirements for new development to ensure adequate opportunity for residents and commercial uses to park onsite and not rely on vicinity parking supply. Concern that new development is not meeting parking requirements. Demand, over the 24-hour period and weekends, for street parking seems to be increasing and in the Historic Core is impacting parking supply for customers and employees. Parking for employees and customers of Historic Core businesses needs to be evaluated. Insufficient to support current and planned demand. (Business owners, Community) (No reference to section – staff proposes maintaining current RZC regulations)	— Does not directly address design principles	— Supports the historic core character by requiring that minimum parking requirements are met or alternatively, measures are in place to reduce parking demand	↑ Staff’s recommendation to maintain current RZC parking requirements takes into account feedback from Historic Core business owners, community members, property owners and developers and supports balance among the various interests for the Downtown.	↑ The recommendation would continue to support use of a variety of mobility choices	↑ Maintaining the current RZC parking requirements would continue to rely on development to provide off-street parking opportunities for residents, tenants including business employees, and customers.	↑ The recommendation would also maintain RZC 21.40.010.D Parking Standards – Required Off-Street Parking that provides opportunity for flexibility and takes into account opportunities and impacts throughout Downtown.

	10 Design Standard Principles (City Council & Makers)	Integration with the Historic Core Character	Impact Economic Conditions & Balance Community, Business, and Property Owner Interests	Encourage Mobility in Historic Core and Downtown	Implications on Parking Opportunities	Integration with the Downtown
Design Process Alternative: 1. Consider an alternative or “performance” process for developments that propose exemplary design to allow additional flexibility and may result in less time for review of departures from standards. (Developers) <i>(Refer to Building Corners, June 8, 2016 Technical Report, Exhibit B, Section 7 Administrative Design Flexibility; and to Building Materials in April 8, 2016 Technical Committee Report, Exhibit B, Section 6 Administrative Design Flexibility)</i>	↑	↑	↑	—	—	↑
	The recommendation to continue to use the Administrative Design Flexibility process would maintain support for the following Design Standard Principles: 2, 4, 7, and 10.	Design standards for the Historic Core are proposed to provide complete information in text and photos to encourage development that supports the vision. The Administrative Design Flexibility (ADF) process currently allows departures from prescribed standards; the additional ADF recommendations for specific architectural treatments (materials, transparency and corners) will support integration of new development with the Historic Core character and provide options for approach.	The current Administrative Design Flexibility process along with proposed additional flexibility for specific items within the Historic Core supports adherence to the design intent while allowing flexibility where exemplary design solutions are presented, thus balancing community and business or property owner interests.	Does not directly address mobility	Does not directly address parking opportunities	The combination of proposed amendments to design standards for the Historic Core – which are more prescriptive, along with Administrative Design Flexibility, will encourage new developments to integrate more successfully both within the Historic Core and with other areas of Downtown.

	10 Design Standard Principles (City Council & Makers)	Integration with the Historic Core Character	Impact Economic Conditions & Balance Community, Business, and Property Owner Interests	Encourage Mobility in Historic Core and Downtown	Implications on Parking Opportunities	Integration with the Downtown
Building Design – Building Cap: 1. Pitched roofs permitted for variety. (Owners, Developers, Designers) <i>(Refer to Building Corners, June 8, 2016 Technical Report, Exhibit B, Section E Building Cap)</i>	↑	↑	↑	—	—	↑
	The recommendation to allow a limited variety of traditional roof forms would maintain support for the following Design Standard Principles: 1, 2, 4, 5, 7, 9, and 10.	Reflecting the current building inventory, the recommendation would increase the number of permitted roof forms to include gable, gambrel, hip, hip with deck, and flat forms and continue supporting the variety of traditional roof forms found within the Historic Core.	The recommendation provides additional variety that supports architectural and design innovation. Maintaining the RZC definition of building “story” would also address community concerns and ensure clarity regarding building heights.	Does not directly address mobility	Does not directly address parking opportunities	In addition to traditional roof forms found in the Historic Core, the recommended roof forms are also present in some portions of the Downtown, supporting integration beyond the Historic Core.
Building Design – Corner Treatment: 1. For street corners, allow for reasonableness, e.g., Gilman and Cleveland where garage entry is anticipated. Design of corners and entries is too prescriptive. Criteria are inconsistent with photographic examples. (Owners, Developers) <i>(Refer to Building Corners, June 8, 2016 Technical Report, Exhibit B, Section A Corners and Map 62.2 Corner Lots – Building Design)</i>	↑	↑	↑	↑	—	↑
	The recommendation for design flexibility would maintain support for the following Design Standard Principles: 1, 2, 3, 5, 6, 7, 8, 9, and 10.	The recommendation is consistent with existing design standards for the Historic Core and ensures the creation of corner treatments at mapped locations (RZC Map 62.2). Corner treatments will provide a focal point at street intersections and add to the dynamic pedestrian experience envisioned for the Historic Core.	The recommendations provide increased options and flexibility to meet the design intent of supporting a vibrant pedestrian experience	Architectural and streetscape elements, (including corner treatments) that add to the pedestrian experience will continue to encourage pedestrians in the Historic Core and Downtown.	Does not directly address parking opportunities	Corner treatments are identified by RZC Map 62.2 for the Historic Core area as well as remaining areas of the Old Town zone. Architectural emphasis on corners provides focal areas and pedestrian access that will serve to integrate the Historic Core with Old Town and other areas within Downtown.